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<u>Unit</u>	<u>Location</u>
<u>Hq Ftr Corps</u>	Wittenberg
<u>Hq Ftr Div</u>	Alt-Loennewitz
2 Ftr Regts	Alt-Loennewitz
1 Ftr Regt	Dessau
<u>Hq Ftr Div</u>	Zerbst
2 Ftr Regts	Zerbst
1 Ftr Regt	Brandenburg-Eriest
<u>Hq Ftr Div</u>	Grossenhain
2 Ftr Regts	Grossenhain
1 Ftr Regt	Brandis
<u>Hq Bnr Corps</u>	Finsterwalde ?
<u>Hq Bnr Div</u>	Jueterbog-Altes Lager
2 Bnr Regts	Jueterbog-Altes Lager (Werneuchen until 29 January)
1 Bnr Regt	Oranienburg (Strausberg until 27 January)
<u>Hq Bnr Div</u>	Finsterwalde
3 Bnr Regts	Finsterwalde and Cottbus (it has not been determined at which of the two fields there are two regiments)
<u>Hq GA Corps</u>	Falkensee
<u>Hq GA Div</u>	Doeberitz
664th GA Regt	Doeberitz
710th GA Regt	Doeberitz
830th GA Regt	Schoenwalde
<u>Hq GA Div</u>	?
1 GA Regt	Koethen
1 GA Regt	Staaken (Jueterbog-Altes Lager prior to late January)
1 GA Regt	Brandenburg-Industriehafen (Jueterbog-Altes Lager prior to late January)

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<u>Unit</u>	<u>Location</u>
<u>Rcn Regt</u>	Koethen
<u>Rcn Regt</u>	Schoenwalde
<u>Trans Regt</u>	Altenburg
<u>Trans Squadron (Escadrille)</u>	Staaken

Since early April 1951 information has been received indicating that the following transfers have been made or are in progress:

GA Regt from Koethen to Reinsdorf

Rcn Regt from Koethen to Stendal

Ftr Regt from Zerbst to Koethen

It may be possible that Koethen airfield has been evacuated by ground attack and reconnaissance aircraft because the field was enlarged, thus making it suitable for aircraft other than IL-10s.

#### Aircraft Strength.

2. There was no change in the number of regiments assigned to the Twenty-Fourth Air Army. Current observations at airfields indicate that a fighter regiment is presumably composed of three squadrons of 12 planes each, instead of three squadrons of 16 planes each as reported previously. \* This results in a T/E strength for a fighter regiment of presumably only 36 aircraft, in addition to two planes assigned to the regiment headquarters. This new assumption is based primarily on the fact that in no case have 48 aircraft been observed being assigned to any one fighter regiment stationed in the Soviet Zone of Germany. With a total of 18 fighter regiments available, this assumption would indicate an authorized strength of 648 aircraft (36 x 18) in use with tactical units, not counting trainers. The number of aircraft actually available can only be estimated, based on the count of aircraft seen at individual airfields and the observation of aircraft numbers.

<u>Airfield</u>	<u>Number of Regiments</u>	<u>Aircraft Counted</u>	<u>Aircraft Numbers Counted</u>
Peenemuende	1	4	--
Neubrandenburg	1	14	4
Wittstock	1	30	--
Laerz	2	49	54
Parchim	1	20	16
Finow	2	45	62
Neuruppin	1	30	21
Zerbst	2	32	--
Brandenburg	1	21	--
Alt-Loennowitz	2	44	8
Dessau	1	35	14
Grossenhain	2	10	48
Brandis	1	8	21
<b>Total</b>	<b>18</b>	<b>342</b>	<b>248</b>

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The figures in the column "Aircraft counted" represent the maximum number of MiG-15s counted [REDACTED] on one day of observation during recent weeks. This explains why in some cases the amount of numbers counted on aircraft is larger than the number of aircraft counted on an individual day. Since both methods, the counting of aircraft and the counting of numbers on aircraft, are considered to be reliable, the larger of the two numbers may be assumed to be the figure most closely approaching the actual strength. For this reason the following estimate is submitted as the most probable.

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<u>Airfield</u>	<u>Number of Aircraft</u>
Peenemuende	4
Neubrandenburg	14
Wittstock	30
Laerz	54
Parchim	20
Finow	62
Neuruppin	30
Zerbst	32
Brandenburg	21
Alt-Loennwitz	44
Dessau	35
Grossenhain	48
Brandis	21
Total	415

A minimum of 415 MiG-15s may therefore be assumed to be stationed in the Soviet Zone of Germany. Estimates exceeding this number may nevertheless have some foundation:

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- a. With regard to Soviet attempts at concealing the strength of their air units it appears improbable [REDACTED]

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The percentage of the aircraft not accessible to observation by sources in relation to those actually available cannot be stated. Since hardly any conventional fighter aircraft have been observed at any of the fields occupied by fighter units, it is believed possible that those units have been re-equipped with jet planes. For example, it is believed improbable that the fighter regiment in Peenemuende should be equipped with only four MiG-15s. The same applies to the other airfields at which a strikingly small number of MiG-15s have been counted. It appears that each fighter regiment has at least as many MiG 15s as were computed as the average at those fields, the occupation of which has been fairly well established. The following are the fields whose occupation by aircraft is believed to have been observed approximately correctly:

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Wittstock	30 aircraft
Finow	62 aircraft
Neuruppin	30 aircraft
Dessau	35 aircraft

These figures would result in an average of 31 aircraft for each regiment and an estimated total strength of 558 (18 x 31) MiG-15s.

- b. It appears that the aircraft within a regiment are consecutively numbered on their fuselages. The highest numerical designation among MiG-15s of a regiment is usually above the estimate of the average fighter strength of a regiment. At Laerz airfield, for example, the highest numbers on aircraft observed with the two regiments was 32 and 38 respectively. In Finow these numbers were 37 and 39 respectively. At Grossenhain airfield, where the total of the aircraft assigned to the two fighter regiments stationed there is numbered consecutively, the highest numbers on aircraft were 41 and 94 respectively, the first number assigned to the second regiment being 50. Since too few aircraft numbers have been observed at some fields for a determination of the numbering sequences, the jet fighter aircraft strength estimates at individual fields is as follows:

<u>Airfield</u>	<u>Number of Aircraft</u>
Peenemuende	31
Neubrandenburg	31
Wittstock	31
Laerz	70
Parchim	31
Finow	76
Neuruppin	47
Zerbst	62
Brandenburg	31
Alt-Loennowitz	62
Dessau	35
Grossenhain	85
Brandis	43
	<hr/> 635

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The 635 jet aircraft represent a total estimate based on all available information. In estimating the total strength of the Twenty-Fourth Air Army, this figure will be taken as representing the jet aircraft strength of fighter units.

3. Previous information on the organization and strength of ground attack and bomber units remained unchanged. The numbers of aircraft observed at airfields occupied by ground attack and bomber units indicate that the individual regiments meet T/E requirements. The strength of these units are therefore believed to be as follows:

<u>Unit</u>	<u>Total</u>
6 bomber regiments of 39 a/c each	234
6 ground attack regiments of 52/ a/c each	312

4. The estimated total strength of the Twenty-Fourth Air Army is therefore:

<u>Unit</u>	<u>Total</u>
6 fighter division headquarters with 2 a/c each	12
18 fighter regiments	685 (including 635 jet a/c)
2 bomber division headquarters with 3 a/c each	6
6 bomber regiments of 39 a/c each	234
2 ground attack division headquarters with 2 a/c each	4
6 ground attack regiments of 52 a/c each	312
1 reconnaissance regiment	40
1 reconnaissance regiment	30
1 air transport regiment	36
1 air transport squadron	17
Total of aircraft assigned to tactical units	1,376

#### Supply of Aircraft

5. During the period from 17 March to 11 April, the following numbers of aircraft, packed in crates, were observed arriving in the Soviet Zone of Germany from Drest-Litovsk:

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Date	Place of Destination	Number Observed
17 March	Zerbst, Finow, and Alt-Loenne- witz	40
22 March	Cottbus	12
27 March	Laerz	12
27 March	unknown	30
28 March	Finow	22
4 April	Finow	30
6 April	Keethen	16
7 April	Brandis	16
11 April	Finow	22

There is a possibility that the shipment observed on 27 March is identical to the shipment which arrived in Finow on 4 April. The minimum number of aircraft observed arriving in Germany during the period from 17 March to 11 April thus is 170 aircraft, presumably all of them jet planes. This number is strikingly high and probably exceeds the number of replacement aircraft required. It is therefore to be assumed that the total number of jet planes available in the Soviet Zone of Germany has increased. Since these planes were obviously shipped directly to the individual air units from the U.S.S.R. it can be concluded that there is no central aircraft depot in Germany functioning as a distribution point. The number of planes shipped to Finow is particularly high. Since, a shipment of 10 jet aircraft going from Finow to Laerz was observed on 7 April 1951, it is believed that not all of the aircraft shipped to Finow remain there. There is a possibility that the aircraft earmarked for units of the Northern Fighter Corps are being distributed from Finow. The aircraft shipments by rail are assigned specific shipment record numbers. Until late February 1951 the

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Aircraft Equipment.

6. The fighter units continued to be equipped with MIG-15s, with type-16, Yak-11, and PO-2 aircraft being used for training purposes. According to unconfirmed reports, the following features differing from the standard MIG-15 were observed with swept-back and tail-jet aircraft at various airfields:
  - a. Only one blister on each wing compared with two on the MIG-15
  - b. Four stationary weapons in the nose compared with three on the MIG-15
  - c. Nose wheel retracting forward compared with a nose wheel retracting rearward on the MIG-15.

The statement that the nose wheel retracts forward may be due to an error in observation since the shock-absorbing leg of the MIG-15 is fitted with a joint in the center so that the upper half of the leg retracts forward while the lower half, with the attached nose wheel, is retracted rearward. It is not yet clear whether there are different versions of the MIG-15 or whether there is another aircraft type bearing a pronounced resemblance to the MIG-15. Some of the MIG-15s parked at the airfields had red flags on their fuselages. It is believed that these flags mark those planes which have been refueled and are ready for

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7. Bomber units are still equipped with different versions of PE-2s and TU-2s. B-25 type planes have recently been observed at Jueterbog-Altos Lager and Finow airfields. The utilization of these aircraft has not been clarified. It is possible that these planes are used in order to familiarize pilots with aircraft fitted with a nose wheel. This measure may have been taken in view of possible re-equipment of bomber units with aircraft fitted with nose wheels.
8. The aircraft equipment of ground attack units remained unchanged. These units still use IL-10 aircraft. To date, there are no indications of the re-equipment of ground attack units with more modern types of aircraft. There was no change in the equipment of air transport or reconnaissance units.
9. During the period from 6 to 9 April, three different sources observed twin-jet aircraft aloft north of Berlin. On 14 April 1951, another source observed 28 twin-jet planes at Oranienburg airfield in the Soviet "zone of Germany, but no descriptive data is as yet available to determine the type. It is believed that bomber units are to be re-equipped with this type of aircraft. This assumption is supported by an observation, that all bomber units are now stationed at airfields with concrete runways more than 2,000 meters long.

Flying Activities.

10. The striking feature of the observations made during the winter months was that, contrary to observations made in previous winters, flight training was not restricted to training on a regimental level. Since the fall of 1950, the training of fighter and ground attack pilots has been centered on exercises conducted by several regiments. This observation would indicate that there has been no change in the personnel status of fighter regiments and that for this reason training flights on purely regimental level were dispensed with. Flying activities during the winter months was a continuation of the training flights held during the fall maneuvers. It has not been observed that aircraft flew at altitudes of more than 11,000 meters. The general overall impression was gained that the control of air units from the ground by means of radar and radio does not offer any particular difficulties. Considering the equipment of fighter units with modern aircraft and their numerical strength it can be assumed that the Soviets have an efficient fighter arm available in Germany. No particular observations were made with regard to the pilot training in bomber and ground attack units. Special efforts in the training program of these units were not discernible.

All-Weather Landing Facilities.

11. The assumption that two landing beacons have been set up in the extension of runways at all airfields occupied by fighter units is supported by further observation of such beacons. \* In addition to these beacons, there is an Adcock DF station available at almost all fields. The following tabulation is a survey of the landing beacons and Adcock DF stations observed:

<u>Airfield</u>	<u>Landing Beacons</u>	<u>Adcock DF Stations</u>
Peenemuende	-	-
Neubrandenburg	2	1
Wittstock	-	-
Laerz	2	1

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Airfield	Landing Beacons	Adcock DF Stations
Parchim	2	1
Finow	2	1
Neuruppin	2	1
Zerbst	2	1
Brandenburg-Briest	1	1
Alt-Loesnewitz	2	1
Dessau	-	-
Grossenhain	2	1
Brandis	-	-

Recently such landing beacons and Adcock DF stations have also been observed at the following airfields occupied by either bomber or ground attack units:

Airfield	Landing Beacon	Adcock DF Station
Oranienburg	1	-
Jueterbog-Altes Lager	1	1
Cottbus	1	-
Finsterwalde	1	-
Deeberitz	1	1
Schoenwalde	-	1
Staaken	-	2
Brandenburg-Industriehafen	-	-
Koethen	-	-

No information has been obtained concerning the method of operation used by these landing beacons.

12. The following radar sets have been observed:

Location	Dumbo	RUS-2
Brandis	-	1
Finow	2	-
Grossenhain	1	-
Rechlin-Laerz	1	1
Schoenwalde	-	1

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Location	Dumbo	RUS-2
Wittstock	2	-
Wittenberg	2	-
Fuerstenberg	1	-
Gardelegen	1	-
Plauen	1	-
Werder	1	-

Since type RUS-2 radar sets are mobile, the exact number of these radar sets is difficult to determine.

Fuel Supply.

13. Almost all the aviation gasoline required by air units is shipped from the U.S.S.R. to the air force fuel depot in Velten [redacted] via Brest-Litovsk. From Velten the gasoline is shipped to the individual airfields. In February and March 1951, the following fuel shipments were observed going to Velten:

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February	Number of Railroad Tank Cars	March	Number of Railroad Tank Cars
1	24	1	20
2	-	2	34
3	-	3	-
4	1	4	8
5	-	5	1
6	48	6	-
7	16	7	13
8	37	8	16
9	-	9	20
10	-	10	26
11	34	11	-
12	3	12	-
13	4	13	5
14	-	14	9
15	-	15	-
16	-	16	30
17	2	17	31
18	-	18	53
19	-	19	10
20	-	20	12
21	36	21	4
22	-	22	-
23	31	23	-
24	13	24	-
25	27	25	-
26	27	26	2
27	65	27	49
28	36	28	-
		29	46
		30	8
		31	34

Total 404

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However, these figures do not represent the total amount of fuel shipped since not every day of the two months period was covered. Expressed in rough figures, the observations made on the days mentioned would indicate that an average of 25 railroad tank cars arrived in February while the daily average in March was approximately 21 tank cars. If to these figures, representing the daily average, are added the quantities shipped on days on which no observations were made, the total would be 700 railroad tank cars for February and 637 for March. It can therefore be assumed that an average of 600 to 700 railroad tank cars arrive at the air force fuel depot in Velten from the U.S.S.R. every month. Railroad tank cars have a capacity of from 18 to 24 tons. Taking an average of 20 tons per car, the total supplies of fuel shipped to Germany may be estimated at 12,000 to 14,000 tons per month. This quantity corresponds to the amount of fuel required by air units engaged in normal training activities.

#### Fuel Stocks.

14. The only major air force fuel depot determined so far is located in Velten. Its storage capacity is estimated at approximately 13,000 tons. The exact storage capacity of the fuel dumps existing at the individual airfields is known only in few cases. However, fuel dumps of more than 500 tons capacity have never been observed, regardless of whether the airfield was occupied by one or two regiments. Based on the assumption that fuel storage facilities available at occupied airfields do not exceed 500 tons for every individual installation, and on the assumption that all these fuel dumps are filled to capacity at all times, the total stocks of fuel available at airfields used by the Twenty-Fourth Air Army may be estimated at 23 x 500 tons, or 11,500 tons. Fuel is not stored at unoccupied installations, since in most cases the fuel tanks have been removed. Of the 11,500 tons, 6,500 are stored at fields occupied by fighter units. As long as fighter units were equipped with conventional aircraft types these stocks of fuel, in the event of war, were adequate for about ten days. Since jet planes consume much more fuel than piston aircraft and since fuel storage facilities have not been essentially expanded at the individual airfields, the fuel stocks available would not last for ten days. It is believed that the MIG-15 consumed about 2.2 tons of fuel per flight hour. On the basis of a total of 600 jet planes assumed to be stationed in the Soviet Zone of Germany the total fuel consumption per hour would be 600 x 2.2 tons, or 1,320 tons. On the assumption that approximately 6,500 tons of aviation gasoline are available at airfields occupied by fighters, the fuel stocks would be adequate for about 5 flight hours if all the 600 planes should be employed. These figures indicate that the Soviets, if they should intend to start a war should be faced with the following problems:

- a. To have at their disposal adequate railroad shipping facilities for the continued supply of fuel to the airfields from the Velten depot
- b. Assembly of large numbers of railroad tank cars in the rear area of operations for the continued replenishing of the fuel depot in Velten or for the supply of the fuel dumps at the various airfields.

In the event of war, fuel supplies for air units would therefore be a critical problem for the Soviets. This will probably induce them to make every effort at protecting the air force fuel depot in Velten, the railroad bridges across the Vistula and Oder Rivers, and the fuel shipments themselves.

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Improvement of Airfields.

16. The following construction work is in progress:

- a. Construction of an airfield at Briesen.
- b. Extension of runways already lengthened previously:  
is in progress at the airfields in Cottbus, Oranienburg, Neuruppin,  
and Jueterbog-Altes Lager.
- c. Enlargement of airfields and construction of new runways is in  
progress at Welzow, Puetnitz, Merseburg, Erfurt-Bindersleben, and  
Perleberg.

Exact information on the target dates for the completion of these  
construction projects are not available. It is believed that the con-  
struction work will not be completed before the fall of 1951.

17. Of particular interest is the extension of runways which were lengthened  
to about 2,000 meters during the period from 1948 to 1950. Since it has  
not been proved that runways 2,000 meters long are not adequate for MIG-15  
aircraft, it must be inferred that the recent extension of runways to  
approximately 2,500 meters has been executed with a view toward making  
these fields serviceable for a new type of aircraft, probably a twin-jet  
plane. When the construction projects mentioned above are completed,  
the Soviets will have available in Germany more than 28 airfields equipped  
with runways of upward of 2,000 meters. This number of airfields would  
permit the Soviets to distribute the fighter and bomber regiments presently  
available in their zone in such a way that each field is occupied by only  
one regiment. With regard to the present unusually heavy occupation of  
some airfields, it is believed that the Soviets are attempting to reach  
this goal or that they want to at least establish alternate airfields.
18. The following information valuable for an estimate of the strength of  
the Twenty-Fourth Air Army was obtained after completion of the present  
report:
- a. On 9 April 1951 Staaken airfield was occupied by an additional  
ground attack regiment. The aircraft of this regiment carried  
markings on their fuselages which have not been previously observed  
in the Soviet Zone of Germany. It must therefore be assumed that  
a new ground attack regiment has been transferred to the Twenty-  
Fourth Air Army.
  - b. On 16 and 17 April 1951 more than 20 twin-jet planes were observed  
at Oranienburg airfield. These planes were fitted with two power  
plants suspended from the wings, a single rudder assembly, an ele- 25X1X  
vator assembly with a slight dihedral, and straight wings. The plane  
is a mid-wing or semi-high-wing monoplane. (B-3) [redacted] 25X1X  
furnished  
a rough sketch of this type of aircraft. This sketch indicated that  
the plane was fitted with a swept-back elevator assembly. They are  
possibly type-12s.

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